

Intimations.

VICTORIA REGATTA.

TWENTY-SECOND MEETING.

FRIDAY AND SATURDAY,
21st and 22nd December, 1877.

PATRON.
His EXCELLENCY JOHN POPE HEN-
NESSY, O.M.G.

VIC-PATRON.
COMMODORE WATSON, R.N.

STEWARDS.
H. R. GUN, Esq.; Hon. W. KESWICK,
W. H. JONES, Esq.; Hon. Col. BASSANO,
R. HOPKINS, Esq.; G. D. KNOX, Esq.

COMMITTEE.
T. JACKSON, Esq., CHAIRMAN.
Major BRIDGEMAN, 28th Regt. H. H. HYNES, Esq.,
Regiment; Hon. C. C. SMITH, Esq.,
H. E. WOODHOUSE, Esq., E. BEART, Esq.,
Lt. E. S. F. WALKER, Esq., H. M. SCHULTZ, Esq.,
Lt. WOODS, Esq., D. GILMER, Esq.,
DUDLEY C. TRAYNOR, Esq., Honorary
Secretary.

JUDGE.
J. P. McEVEN, Esq., R.N.

UNITED.
Rowing: Hon. C. C. SMITH, Esq.,
YACHTS: E. BEART, Esq.,
OPEN SAILING BOATS: E. BURNIE, Esq.,
CRABBERS.

Rowing: Hon. C. C. SMITH, Esq.,
YACHTS: E. BEART, Esq.,
OPEN SAILING BOATS: E. BURNIE, Esq.,
CRABBERS.

FIRST DAY,
FRIDAY, 21st DECEMBER, 1877.

FIRST RACE.—1 P.M.
Junior Sculls. For Single Pair Sculling
Boats. Entrance \$5. Distance One Mile.
Prize, "Broken" Cup. Open to any
one who has never won a Sculling Race
in China and Japan.

Second Race.—1.30 P.M.
For Gigs pulled by European Non-Com-
missioned Officers and Men of any Regiment
or Corps in Garrison, or by European
Members of the Police Force. Distance
One Mile. Entrance \$1. First Prize,
\$15; Second, \$5. Out-rigger Boats ex-
cluded.

THIRD RACE.—2 P.M.
The "Chairman's Cup," for Four-Oared
Canton Cutters. Distance One mile and
a half. Entrance \$10.

FOURTH RACE.—2.30 P.M.
For Men-of-War Gigs and Whalers. Dis-
tance One Mile. Entrance \$1. First
Prize, \$15; Second, \$5. No time allow-
ed for Oars.

FIFTH RACE.—3 P.M.
"Ladies' Purse." For Single Pair Scul-
ling Boats. Distance One Mile. En-
trance \$5.

SIXTH RACE.—3.30 P.M.
For House Boats of Gigs pulled by Chi-
nese. Distance One Mile. Entrance
\$1. First Prize, \$15; Second, \$5. Time
for Oars, 6 seconds per Oar.

SEVENTH RACE.—4 P.M.
International Race. "Challenge Cup"
presented by the Merchants of Hongkong
for Four-Oared Canton Cutters. To
be won two consecutive years before being
held. Distance One Mile. Entrance
\$10.

SAILING RACE.
For Men-of-War's Boats, any rig. En-
trance \$2. First Prize, \$20; Second,
\$10.

YACHT RACE.
For all Yachts. Entrance \$5. Time allowed
for Tonnage, 15 seconds per ton. Cup
presented.

SECOND DAY,
SATURDAY, 22nd DECEMBER, 1877.

FIRST RACE.—1 P.M.
For Gigs pulled by European Non-Com-
missioned Officers and men of any
Regiment or Corps in Garrison, or by
European Members of the Police Force.
Distance One Mile. Entrance \$1. First
Prize, \$15; Second, \$5. Winner of
Second Race on first day, and out-rigger
Boats excluded.

SECOND RACE.—1.30 P.M.
For House Boats of Gigs pulled by Chi-
nese. Distance One Mile. Entrance \$1.
First Prize, \$15; Second, \$5. Winner
of Sixth Race on first day, and out-rigger
Boats excluded.

THIRD RACE.—2 P.M.
"Members' Cup," presented by Members
of "The Victoria Recreation Club" for
Four-Oared Canton Cutters. Dis-
tance One Mile and a half. Entrance
\$10. Winner of "The Chairman's Cup"
excluded.

FOURTH RACE.—2.30 P.M.
For Men-of-War Cutters. Distance One
Mile. Entrance \$1. First Prize, \$15;
Second, \$5. No time allowed for Oars.

FIFTH RACE.—3 P.M.
Sculler Sculls. Cup presented by the Far-
east Community. Distance One Mile.
Entrance \$5. Winner of the "Ladies'
Purse" excluded.

SIXTH RACE.—3.30 P.M.
For Officers of H.M.S. *Andalus* against
Fleet in harbour. Cup presented by the
Members of the Hongkong Club, to be
rowed in Canton Cutters. Distance One
Mile. Entrance \$10.

SEVENTH RACE.—4 P.M.
"American Cup," open to all Members
and Honorary Members of the Victoria
Recreation Club, to be rowed in Canton
Cutters. Distance One Mile. Entrance
\$10.

SAILING RACE.
For all Open Boats, Chinese excluded.
Entrance \$2. First Prize, \$20; Second,
\$10.

YACHT RACE.
For all Yachts. Entrance \$5. Time
allowed for Tonnage, 15 seconds per ton.
Cup presented by the Victoria Recrea-
tion Club.

DUDLEY C. TRAYNOR,
Hon. Secretary, Victoria Recreation Club,
Hongkong, 27th November, 1877.

Intimations.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for any
Debts contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

ALPHEON, British barque, Captain G.
Cunningham.—Wheeler & Co.
OLYMPIAN, British ship, Captain E.
Shrewsbury.—Wheeler & Co.

COLORADO, American ship, Captain In-
gram.—Russell & Co.
KATE GARNER, British barque, Captain
James Wilson.—Melchers & Co.

BROOMFIELD, British ship, Captain H.
Bata.—Russell & Co.
CHARTER OAK, American ship, Captain
Staples.—Jardine, Matheson & Co.

FORMOSA, German 3-m. schooner, Capt.
Schweizer.—Melchers & Co.
ANCYLL, British steamer, Captain D.
Scott.—Jardine, Matheson & Co.

RODNEY HAY, British barque, Captain
P. H. Nicholson.—Chinsee.

Charters Elected.

The following charters have been effected
during the last few days:—

American bark *Chasen*, 623, Oahu to New
York, or Boston, or London, or Liverpool,
private.

British ship *Onida*, 2288, hence to Ham-
burg, private.

British barque *Golden Sunset*, 408, hence
to Hamburg, private.

British barque *Faith*, 481, Manila to
London, or Liverpool, Sugar \$2 per ton of
20 cubic feet, Hemp \$3, 1/2 all Sugar \$2.5;
30 day days.

British schooner *Sea Belle*, 212, hence to
Melbourne and Sydney, private.

German brig *Carl*, 315, hence to Soura-
baya, \$950 in full, 21 day days.

German ship *Gustav & Marie*, 354, hence
to Batavia and Samarang, \$1,000 in full,
30 day days.

American barque *Philip Fitzpatrick*, 532,
hence to Singapore, \$1,050 in full, 14 day
days.

British steamer *Pernambuco*, 643, Swatow
to Singapore, Passengers \$8 per head, 12
day days.

British steamer *Rigo*, 921, Swatow to
Singapore, Passengers \$8 per head, 12 day
days.

The British ship *Elizabeth Nicholson*,
900 tons, left for Manila, seeking.

SHIPPING.

ARRIVALS.
Nov. 25, *Ada Winell*, American 3-masted
schooner, 568, Symon Winell, Swatow
Nov. 27, Ballast.—CAPTAIN.

Nov. 29, *Roderick Hay*, British barque,
290, P. H. Nicholson, Haiphong Nov. 8;
General.—CHINESE.

Nov. 29, *Black Prince*, British ship, 750,
Wm. Inglis, Saughaul Nov. 25, General.—
TURNER & Co.

DEPARTURES.
Nov. 29, *Memnon*, for Manila.
29, *Abel Abbott*, for New York.
29, *F. H. Drexler*, for Manila.
29, *Augusta*, for Honolulu.
29, *Rosa Bosticher*, for Manila.
29, *Li-tse*, Chl. g.-b., for a cruise.
29, *Shen-shi*, Chl. g.-b., for a cruise.
29, *Anadyr*, for Port Darwin and
Cooktown.

CLEARED.
Venus, for Singapore.
Holyrood, for Holbow.

PASSENGERS.
Per *Anadyr*, for Saigon, Messrs John
MacNab, A. Ferrin, Ferrand, and 9 Chi-
nese; for Singapore, Messrs MacGibbon,
Hugo Denny, and 1 Chinese; for Galle,
Mr. J. Graham; for Aden, Mr. Francisco
Sanchez; for Marcellis, Mr. and Mrs.
Anceley and son, Messrs Rowe, John Kyle,
and Schultze.—From Shanghai: for Bata-
via, Mr. Cavallieri; for Marcellis, Mr. and
Mrs. Lindhorf and servant, Messrs Over-
beck, de Hedebrand, Nielsen, Falck, Ohn
de Fu, Island, Raymond, Foster, and 18
Chinese.—From Yokohama: for Singapore,
Mr. de Cristoforis; for Marcellis, Mrs.
Bauer, infant and female servant, Mr. and
Mrs. Dury, Messrs Farfara, Ebell, Gougand,
Duckert, Polasso, White, and ten Japanese.

Per *F. H. Drexler*, for Manila, 3 Euro-
peans.
Per *Charlton*, for Port Darwin and Cook-
town, 106 Chinese.

TO DEPART.
Per *Holyrood*, for Holbow, 39 Chinese.
Per *Venus*, for Singapore, 2 Europeans.

SHIPPING REPORTS.
The British barque *Roderick Hay* reports
light monsoon across to Manila, from
thence high cross sea and strong monsoon
to port.

The British ship *Black Prince* reports
strong northerly wind and thick weather.

CARGO.
Per *S. S. Anadyr*, for Continent, 3,855
bales Silk, 170 bales Waste Silk, 141 bales
Cocoons, 38 cases Silk, 45 cases Silk
Worm's Eggs, 317 chests, 335 half-chests,
and 1,116 boxes Tea, and 1,164 pkgs. Sund-
ries. For London, 938 bales Silk, 60
bales Waste Silk, 38 cases Silk, 387 half-
chests, 9,109 boxes and 385 pkgs. Tea, and
183 pkgs. Sundries.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For SHANGHAI.—
Per *DEMENAH*, at 9 a.m., on Friday,
the 30th inst. Late letters received
from 5.10 to 8.30, with 10 cents late
fee.

For MANILA.—
Per *EMERALDA*, at 11.30 a.m., on
Friday, the 30th inst.

For SWATOW & AMOY.—
Per *EMERALDA*, at 11.30 a.m. to-morrow, the
30th inst., instead of as previously
notified.

For SWATOW, AMOY & FOCHOW.—
Per *DOUGLAS*, at 1.30 p.m., on Sat-
urday, the 1st December, instead of as pre-
viously notified.

For SAIGON.—
Per *BELDONA*, at 3.30 p.m., on Sat-
urday, the 1st December.

POST OFFICE NOTIFICATIONS.

MAILS will close:—

For YOKOHAMA AND HIBO.—
Per *ZANZIBAR*, at 4.40 p.m., on Sat-
urday, the 1st December.

For YOKOHAMA.—
Per *TANAN*, at 6 p.m., on Saturday,
the 1st December.

For YOKOHAMA & SAN FRANCISCO.—
Per *BELGIO*, at 7.50 p.m., on Saturday,
the 3rd December, instead of as pre-
viously notified.

MAILS BY THE PORTER PACKERS.
The French Contract Packet *PHILO* will
be despatched from Hongkong on
THURSDAY, the 13th December,
with Mails to (and through) the
United Kingdom and Europe, via
Marseilles, to Saigon, Singapore,
Batavia, Galle, Pondicherry, Madras,
Calcutta, Bombay, Aden, Suez, and
Alexandria.

Hongkong, November 29, 1877.

MEMOS FOR TO-MORROW.

Shipping.

Daylight.—*Douglas* leaves for Coast Ports.
10 a.m.—*Demmenah* leaves for Shanghai.
Noon.—*Emerald* leaves for Manila.
Goods per *Perma* undelivered after this
date subject to rent.

Goods per *Nemesis* undelivered after this
date subject to rent.

Auction.

Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.

THE HONGKONG DISPENSARY.

Established A.D. 1841.
香港大藥房

A. S. WATSON & Co.,
FAMILY & DISPENSING CHEMISTS,
Wholesale and Retail Druggists,
IMPORTERS

Druggists' Sundries, Nunciate Requi-
sires, Toilet Essences, Perfumes,
AMERICAN AND FRENCH PATENT
MEDICINES.

MANUFACTURERS
OF Soda Water, Lemonade, Tonic Water,
Gingerale, Potass Water, Sarsaparilla,
Water, and other Aromatic Waters.
The Manufacture is under direct and
continuous European Supervision.
Hongkong, June 1, 1876.

The publication of this time commenced
at 8.10 p.m.

THE CHINA MAIL.

HONGKONG, THURSDAY, NOV. 29, 1877.

We publish in another column a letter
from the Rev. Arnold Foster in regard
to the famine in Shanai and the adjoin-
ing provinces. The affected province is
the most northerly one in China with
the exception of Chihli. It is said to
contain nearly twenty millions of inha-
bitants, and almost adjoins at its south-
eastern borders, the province of Shantung,
where the terrible famine raged about
eight months ago. Mr. Foster, who we
believe, left here to-day by the French
mail for England, in the hope of doing
something there and, subsequently, in the
United States for the sufferers, speaks
of the existing and approaching distress
from his personal observations in the
interior of Shanai, which province seems
to be the centre of the famine, many
persons are at the present time dying
from want, and that in a few months a
great proportion of the population must
either be furnished with relief or die of
starvation. Everywhere the country
has been dried up; there has been no
rain, and the crops are a failure. Shanai
is a province surrounded on nearly all
sides by mountains, and the importation
of grain into it can only be accomplished
at great cost and with great difficulty.
It is estimated that the transport of
grain into the province costs more than
the value of the grain itself.

Considerable efforts are at the present
moment being made in Shanghai for the
relief of the sufferers. Among the for-
eigners a Committee has been formed,
(mainly from members of the Committee
for the Shantung Relief Fund) to be
called the "China Famine Relief Fund
Committee." At a meeting of the Com-
mittee on Saturday week, the Rev. Mr.
Foster gave details as to what he had
seen and heard during his late visit to
the famine-stricken districts, and a letter
was also read from the Revd. F. H.
Aymer, containing extracts of letters
from several Roman Catholic Bishops
and missionaries in Kanath, Shanai,
Shanai and Honan, describing the seve-
rity of the famine, and its widespread
character. The Hon. Secretary of the
Committee is the Rev. W. Muirhead,
and doubtless any action taken by foreign
residents in this Colony on behalf of the
sufferers will be more or less in connec-
tion with the Shanghai Committee. The
Chinese Government and the Chinese
merchants have exerted itself, for its
a remarkable extent in the matter.
With respect to the latter, only a rough
idea can be gained of the amount of
money raised. The money raised in
Shanghai, for instance, is stated by Mr.
Foster to be considerable. A month ago
he heard it had reached \$1,000,000,
and from other large centres of commerce
such as Shanghai, Canton, Hankow,
and others, more or less handsome con-
tributions had been received from na-
tive sources. A subscription list has
been circulated amongst the employed
both foreign and native of the China
Merchants Steam Navigation Company,
and the result is said to be by no means
contemptible. In regard to the efforts
of the Chinese Government, we prefer

day drew attention to the fact that the
Peking authorities had ordered the sale
of 2,000 titles of honour for the relief of
the sufferers. Mr. Foster makes the fol-
lowing extracts from the *Peking Gazette*
as to the efforts of the Government:—

First of all came a decree remitting or re-
ducing certain taxes due from the province
of Shanai, as a means to lighten the bur-
den of the people. On the 17th Sept.,
in consequence of a memorial presented to
the Throne from Li Hung-chang on behalf
of the province of Chihli, all *leian* duties
leviable upon grain imported into that pro-
vince, were remitted. The reason of this
memorial being presented, was of course the
failure of the crops in Chihli. A fortnight
later reference is made in the *Gazette* to a
decree authorizing the Governor of Shanai to
retain the 200,000 *taels* of the revenue
destined for Peking; for the purpose of dis-
tribution among the starving population
under his charge. At the same time Li
Hung-chang was commanded to provide \$15,
100,000 for the relief of distress in Honan.
Shortly afterwards the Governor of Honan
was authorized to retain the 147,000 for
local expenditure on the same account. It
is then additionally commanded that the
400,000 be appropriated to Shikui and Hui-
chuan, while to Shanai a further grant of 40,000
piculs of rice is made. On the 16th October
yet another grant in grain is ordered, viz.,
160,000 piculs to be divided in equal propor-
tions between Shanai and Honan. Compared
with what the Government did last year, its
generosity now is handsome in the extreme.

Here in Hongkong the foreign com-
munity has as yet done nothing for the
sufferers by the present famine, although
the Chinese have been busy raising sub-
scriptions among themselves. The Chi-
nese in Hongkong have, we believe, sub-
scribed a sum up to the present moment
of \$12,000, while at Singapore they have
raised \$10,000—facts speaking well of
native benevolence. One great draw-
back to the subscribing of funds for this
purpose is that it has hitherto been ex-
tremely doubtful if half the money raised
has ever been applied to the relief of
the sufferers, thanks to the rapacity of
the Chinese officials who have been en-
trusted with its distribution. Now,
however, we understand the missionaries
intend to apply the relief with their own
hands. The Rev. Timothy Richards is
probably now on his road to Shanai with
funds, and other missionaries are pre-
pared to start at once to join him if money
can be raised to justify their doing so.
The missionaries of all denominations
deserve great praise for the efforts they
have made both during the Shantung
famine, and on the present occasion.

At the Martin Court to-day, Henry Alex-
ander, cook and steward, and John Brodie,
seaman, belonging to the British barque
Faith, were charged as follows: the first
with being disorderly and assaulting the
chief officer, Alexander Soobie, and the
second with being drunk and disorderly on
board. The chief officer said that the se-
cond defendant was down in the hold with
him preparing it for receiving ballast; he
(2nd defendant) went on deck and was
away a long time; witness went on deck to
see what he was doing, and found him
drunk. He was then locked up in a water-
closet.—James Grant, sergeant of police,
said he went on board the *Faith* and found
defendant confined in a closet 3ft. 6in.
broad, 4ft. 6in. long, and 6ft. 3in.
high. There is no ventilation when the
door is shut. He saw some marks of blood
on the door and several marks on the end
of the cabin table and the sofa.—The chief
officer re-examined, said: I put the second
defendant in from and they were too large,
so I got a smaller pair. The first
defendant then struck me and called me a
son of a —, the blow knocked me
down. The 2nd officer then struck the
steward with the trons I had taken off the
2nd defendant. I then went on deck and
ordered the signal to be hoisted for the
police.—Captain Thomsett severely reprim-
anded the second officer. The first de-
fendant, he said, for interfering with the
chief officer, he would send to 7 days' im-
prisonment with hard labour, and the
second he discharged.

INQUEST.

THE EXPLOSION ON THE "YESSO."

SIXTH DAY.
Mr. David Gillies was called.—I am an
engineer and Secretary to the Hongkong and
Whampoa Dock Company, limited. On the
morning of the 22nd November, I was
called in by Messrs Douglas Laiprak & Co.
to make an examination of the boilers of the
Yesso in conjunction with Mr. Robb, R. N.
I made a survey that day at 2 p.m. Plan
produced and marked A is a plan of the
starboard boiler of the *Yesso*, the back end
of the boiler is shown in sections; there is
also a longitudinal section showing the back
end. These are correct plans. On examining
the starboard boiler: I found the upper plate
of the forward and had been torn away by
the pressure and driven about 18 feet into
the forehold. It forced the wooden bulk-
head down which separated the boiler from
the hold. There is an upright deck support
near the end of the boiler and the top of it
was forced over to the port side. I examined
the ruptured place in conjunction with Mr.
Robb, and found it a Lowmoor plate from
its having been flanged; the same
plate is now in the hands of the Police.
I examined the plate more minutely and
found the thickness had considerably dimi-
nished by corrosion; it was originally a 3
inch plate. The port corner and the lower
end I found 3/16 inch thick, on the star-
board side I found it 1/4 inch. We found
eight angle iron bars riveted on to the edge,
and parts of what had been stay plates se-
curing the boiler. I found the portions re-
maining of the plates very much corroded.
Those parts of the plates were very thin,
some about the thickness of thick paper, and
others about 1/4 inch. In the shell of the
boiler we found eight stays inside, hav-
ing been riveted to the other portions of the
stays; we examined these stays, and found
only one that showed any sign of recent
fracture. The gusset stays were originally 1 1/2
inches broad and 3/4 inch thick. I measured
them. I believe they were made of Thornei-
croft iron. Thorneicroft is not so fine grain
and not so malleable as Lowmoor. It is not
so strong as Lowmoor, but is cheaper. If it
had been Lowmoor, it could have been made
three inches narrower. There is no part of
the boiler made of Lowmoor except the
furnaces, the uptakes, the combustion cham-
ber, and all those parts that require
flanging. The rest is made of Thorneicroft.
The separation of the stays caused by the
corrosion was from 1 inch to 1 1/2
inches. The area of the boiler from
the top to the lower stays is 879.8
square inches, the aggregate pressure with
10 lbs. steam 84.5 tons; with 20 lbs.
61.7 tons. The superficial area of the
opening of the boiler where the plate was
torn away is 4670.5 square inches, giving a
pressure at 10 lbs. of 88.8, and at 20 lbs. of
48.4 tons; at 22 lbs. 47.74 tons. Without
any support I should think it would be very
unsafe to put on a pressure of over 5 lbs.,
knowing the state of the plate as I do now.
I have been two years chief engineer on
board a steamer. I was on board the
steamer *Athenium*, I was the Chief Engi-

REUTER'S TELEGRAMS.

[SUPPLIED TO THE "CHINA MAIL"]
(By Southern Route.)

THE WAR.

LONDON, 26th Nov. 1877.

Count Andrassy has announced that he
considers that the time for mediation in the
present war has not yet arrived.

The Russian Press on the subject of peace
conditions, propose the cession of the Turkish
Fleet and a joint Russo-Turkish command
of the passage of the Dardanelles, the other
Powers being excluded [from the command].

A French Conservative Ministry has been
formed.

LATER.
An Imperial Irad has been published
levying 160,000 of the Turkish Civil Guard.
The Chamber of Deputies refuses to enter
into relations with the Ministry.

A Roumanian Army Corps is preparing to
lay siege to Widdin.
(Delayed, owing to repetition being
necessary).

LOCAL AND GENERAL.

We beg to acknowledge the receipt of a
pamphlet entitled, "The Central School;
Can it Justify its *raison d'être*." At pre-
sent we have only to object to the aston-
ishingly cool assertion in it that "the
China Review may be fairly assumed to
express the opinions of the *China Mail*!"

CAPTAIN THOMSETT said to-day, in the
course of the enquiry into the loss of the
Queensberry, that a great number of Mer-
chant Ships were lost through their neg-
lecting to use the lead. It was very little
trouble, he said, to take a cast of the lead,
and many deplorable accidents might be
avoided by the adoption of this simple
precaution.

In the course of the enquiry at the Harbour
Master, Captain Thomsett asked the
Master of the *Queensberry* if it was true
that he had been paying his crew with
notes on the owners of the vessel, and
whether he had neglected to stamp these
orders. Captain Reesings said he had
given the orders to the Mate and another

man; they bore the Shipping Office stamp,
but the Shipping Master had told him they
were exempt from stamp duty. Captain
Thomsett said he would enquire into the
matter, but he believed it was all right.

To-day is Thanksgiving Day among Ameri-
cans all over the world, and it may be
safely said that of all festivals it is the most
general appreciated by our American Coun-
tins. An American friend remarked to us
"More turkeys will be eaten to-day than
you would care to shake a stick at,"
which is doubtless quite right, and we may
add that much enjoyment and honest
feeling will be the result of many family
gatherings in the States, and national re-
unions in foreign parts. As a nation
Americans have much to be thankful for,
and this year the inexhaustible fertility
and capacity of the soil to produce fortunes by
means of agriculture, alive and "the" has
been specially shown. The American
shipping community, we believe, which is a
pretty large one at present, dine together
on the occasion in a private manner.

At the Martin Court to-day, Henry Alex-
ander, cook and steward, and John Brodie,
seaman, belonging to the British barque
Faith, were charged as follows: the first
with being disorderly and assaulting the
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cond defendant was down in the hold with
him preparing it for receiving ballast; he
(2nd defendant) went on deck and was
away a long time; witness went on deck to
see what he was doing, and found him
drunk. He was then locked up in a water-<

Answer.—The flat stays are liable to deteriorate more rapidly, and a person may have been deceived as to the rapidity of the changes.

Mr. H. C. Bailie was re-examined.—I have made a further examination of the gauges of the *Yessou*. I took the large gauge and found the inside in splendid condition; the spring was weak from constant use, so much so that the hands stand at 5 lbs. without any steam on. I did not take the other gauge. I have had my own gauge tested by the steam fire engine gauge and found it correct. On the 27th November I examined the safety valve in company with the chief engineer, and I found the weight was only 28 lbs. The valve I calculate would lift at 30 lbs. to the square inch. I examined the port boiler at request of the Superintendent of Police. The first stay of the gauges stays of the in-board side was completely gone; and the second stay was nearly gone. The 1st and 2nd stays on the out-board side have just parted. The center three have not parted; the plates were very thin. Between the 3rd and 4th stay the out-board side, a hole has been bored to ascertain the thickness; the hole has been recently made.

By Mr. Breton.—I have never seen gasses in large boilers. An engineer not accustomed to them might commit an error of judgment as to their power of durability. I have not seen the old boiler of the *Yessou*. Captain Ashton was called.—The 2nd engineer always told me that the large gauge of the engine room was the one they all used, and that it marked 4 or 5 lbs. He said he could feel the pressure of steam when the gauge marked nothing. I examined the log showing 19 and 20 when the log in the engine room recorded 16 lbs.

By Mr. Sharp.—I was the Marine Superintendent of the Company. I was in command of the vessel at the time of the accident. When I was Marine Superintendent, I received the logs from the engineers and the end of each trip.

Mr. Breton then addressed the Coroner's enquiry, and contended that this was an inevitable accident, over which the engineers had no control.

The Coroner summed up the case to the jury, pointing out the responsibility of the engineers in seeing that the boilers were in proper state. He gave the total number of deaths at 77 including the second engineer, 26 wounded and 2 slightly wounded. After a long deliberation, the jury returned the following verdict.—We find that the *Yessou* and several others met their deaths from an explosion of the star-board boiler of the *S. S. Yessou* in this harbour on the 22nd inst.; and that the explosion resulted from the defective condition of the boiler, the gauges stays in the forward and being, with the exception of one corroded through, and the end plate also corroded through. This state of the boiler was owing to the negligence and want of judgment of the engineers, whom we conscientiously consider guilty of manslaughter.

We are of opinion that no blame can be attached to any one else.

We would also add that we consider it most deplorable that in a large shipping centre like Hongkong there are no periodical governmental surveys of the boilers and machinery of steamers, as is the case in the United Kingdom.

The inquest was then adjourned till tomorrow at 11 a.m. for the jurors to sign the formal inquisition.

The Court rose at 7 p.m.

Marine Court.

ENQUIRY INTO THE LOSS OF THE BRITISH BARQUE "QUEENSBERRY."

An enquiry was held to-day at the Harbour Master's Office to investigate into the circumstances attending the loss of the British barque *Queensberry*, Captain Jennings. The Court comprised.—The Honble C. May, Chief Police Magistrate (President), Captain Thomsett, R.N., Harbour Master, Thomas Jackson, Esq., Official Justice of the Peace, R. McMurdo, Esq., Government Marine Surveyor, and Mr. Samuel Olyma, Master of the British ship *Onida*.

Those attending were first examined: I am a master mariner I have been so for 34 years since 1874. I obtained my certificate at Liverpool, it was lost in the ship. I do not recollect the number. I have been to sea for 15 years; I have been principally trading to China, Australia, and the west coast of America. This is my second voyage to China. I was in the same ship before. The *Queensberry* was 628 tons register. She sailed from New York on the 10th May, with a cargo of petroleum for Yokohama (22,000 cases). My crew consisted of myself, First-mate, Boatwain, 8 able Seamen, 2 Boys, Steward, and Carpenter. I had on board my wife and two children.

We passed Java Head on the 8th Sept., previous to which we had had no accidents. From Java Head we had light variable winds and fine weather until the 12th Oct. The vessel was wrecked on the 13th. I got observations on the 12th, and made our position 7° 08' N. and 113° 20' E. I had two chronometers on board and was able to correct their errors and rates by Perambuco Light House, the Island of Amsterdam, Java Head, St. Nicholas Point and the Great Natuna Island. The Chronometers had gone very badly. At the Great Natuna I rated them on the 23rd September, about three weeks before the loss of the ship. When I got my last observations I had a fair wind. The ship was supposed to be lost on the Heretofore Shoal. The first time we struck about 5 o'clock I was steering by Palawan Passage in order to correct my Chronometer. At noon on the day we struck our lat. was 8° 14' N. by observation and 117° 45' E. by the ship's Chronometers. My own Chronometer put me in 118° 38' 30". I reckoned I was 30 miles off the land then. I was steering N. E. by the starboard compass and making about N. E. by N. I went 18 miles on that course, and then heeled her up to N. N. E. The ship struck at 5 p.m. o'clock, the land being distant about 25 miles as near as I could judge. When we first struck we had 18 feet of water on a reef, and I ordered cargo to be thrown overboard and got her off and steered N. by E. I took the mate into the cabin and looked at the chart. Our draft of water was 18 feet; when she struck I took a cast of the lead, but not before. There was very little sea only a slight swell, the water was not breaking. Two pieces of the false keel came up. We threw over as near as I could judge about 200 or 300 cases of oil before she floated. We steered N. by E. for about 8 miles, as near as I can judge, and then she struck again. She made about 11 inches of water on the reef in about 20 minutes. The hands were pumping all the time till she struck the second

time. I had not made up my mind what I should do with the ship before she struck the second time. The carpenter reported 23 inches of water in the hold when she floated. She was on the reef about 20 minutes. She struck the second time about 7 o'clock; it was then dark. She struck very heavily. The yards were braced up, and the wind was about W. N. W. We had all plain sail set and were going along about 5 or 6 knots. We got the boats only as soon as possible, as when she bumped first she started the rudder and main block; she wedged the masts to fall momentarily. I expected the masts to fall momentarily, and sent a man down to get a luff tackle, and he came back and said he could not go down on account of the water coming in so rapidly. We had three boats, a lifeboat, one 20 or 30 feet long, and a lifeboat about the same length only a little more beam; they were stowed before the mizen-mast. The third boat was already in the water. In the life boat were the Chief Mate, in charge, six men, and two boys. I myself went into the lifeboat with my wife, 2 children, 4 able seamen and the boatwain. We had to hurry up as I expected the masts to fall and break the boats. The ship did not go down at once, but we lay off as far as I thought was safe. As near as I could judge at moon setting, about 1 o'clock on the morning of the 14th, the masts fell and the ship disappeared. We had no provision of food or water in the boats and we lay there till daylight. None of us saved a stitch of clothes but what we had on. I lost sight of the other boat, and at daylight I pulled in for the shore and got there about 9 o'clock in the morning. We landed on the S. W. coast of Palawan. We saw no natives the first day and could find no water or food that night; I went further to the north and found the second boat. The mate told me that he had found a fine stream of water. He also said he had seen some natives who had given him a little rice and had promised to give him some more. In my boat we had nothing to eat the first four days, but we had water. I did not say anything of the natives the mate saw. I left this bay on the 15th, and tried to make another bay, but could not. We then ran for Balabac Lighthouse. My children were gradually dying. The fifth day after we left the ship we fell in with a native boat, and the people gave us about 2 lbs. of cooked rice and 2 lbs. of raw rice and the remains of a fish apparently shark. That was the only meal we had from the time we were wrecked until the 2nd. I think the other boat fared better than mine did.

We arrived at Balabac on the 20th, and there boarded the Spanish gunboat *Albay*, where we were treated very well. The Governor of the Island was also very kind to us. We lived on shore in a bamboo hut belonging to the Government. They gave us a change of clothes and food. The gunboat went away with me in search of the other boat, and found her in a small bay on the S. W. part of Palawan, after two days' search. They were brought on by the *Albay*, the boat being stowed astern. We remained at Balabac about 3 weeks and left there in the Spanish S. S. *Pang* for Manila, arriving there on Wednesday, the 14th November. We left there the next day in the S. S. *Maetan*, by orders of the British Consul, arriving in Hongkong on Sunday, the 18th November.

John Fred. Mohrhaft, the Chief Mate, was next called. He said.—I was Chief Mate of the *Queensberry*. I have been thirty-one years at sea. I hold a First Mate's certificate; I obtained it in 1875 at Sunderland. I joined the *Queensberry* at New York in May. I recollect the ship striking on the 13th October. I was on deck when the ship struck the first time. The weather was fine, and we were going 5 or 6 knots, with all plain sail set. I was very surprised when the vessel struck, as I did not think there were any reefs near. There was a deep sea lead line on deck, but it was not used. The hand line was used after she struck. The charts were in the Captain's state room. When we took a cast of the lead we found 3 fathoms water. We were drawing 17 feet 9 inches forward and 19 feet 5 inches aft. We threw some cargo overboard, about 200 cases. We steered N. by E. after we got off the reef, and struck again 25 or 30 minutes later and went about 8 to 10 miles. We took in all sails, leaving only the lower topsails when on the first reef, and we set all sails again in twelve minutes. I do not consider this particularly smart work. The small boat was lowered to sound—only one man went into the boat, but no soundings were taken, there was not time. About 20 minutes after all sail was set she struck again. The Captain consulted me about the ship, and we came to the conclusion that the ship was making water, but that we should try and continue our voyage if possible, if not to run her on shore. The consultation took place in the cabin, but I was making sail at the same time; whilst on the first reef the ship made 10 inches of water. I did not see any portion of the false keel knocked away. After she got off the reef she made, I should think, 6 or 8 inches an hour. I was told a piece of the false keel was knocked off. I am sure an hour did not elapse before the time of our first striking was over. I am sure it was not later than 10 to 7 o'clock. It was dark but clear, the stars were shining. The vessel struck very heavily the second time. I thought who was going to pieces every minute, as she kept continually bumping. Directly she struck we took in all sails, left nothing but the lower topsails. The boats were got out in about 15 minutes. We had no provisions in the boats; it was not safe to go on board again after we had left her. The ship disappeared as near as I can recollect about 2 o'clock in the morning. I saw the masts falling. I let my boat drift towards the shore. I picked up a man and a boy in the little boat which had been lowered to sound, and reached the shore about 10 or 11 o'clock. I found water, and some natives gave us some sugar cane, and subsequently I got a handful of rice which I managed to cook. I saw the Captain's boat the same night, and I consulted with him about going to another bay about sixty miles distant. We started for this place, but my wind shifted and we ran back. On my way back, about five days later, I got a little more rice (about 2 lbs.) and two coconuts. A Spanish gunboat came into the bay in which I was, and took me and the other men on board; we were well treated.

Daniel Connor, second mate, said that he was Boatwain and sworn mate. He held no certificate. He kept watch and watch with the Chief Mate; it was his watch when the vessel struck; the land was in sight and he should say it was about 25 miles distant. They were steering a course when she struck. An interval of two hours and a

half elapsed between the first and second time of going ashore. Captain Thomsett remarked that it was very strange there should be such a great difference in the time given by each witness.

Capt. Jennings said they were all so busy that it was impossible to be accurate. Witness said that the Captain's watch was broken and the clock was also broken. It took them about a quarter of an hour to make sail after she got off the first reef.

The Court was then cleared.

When the Court re-opened, Captain Thomsett read the following finding:—

We find that the British barque *Queensberry*, official No. 16,928, Thomas Jennings, No. of whose certificate is 89,977, was totally lost on a reef lying off the S. W. coast of the Island of Palawan in the China sea on 13th October last, while on a voyage from New York to Yokohama, with a cargo of Petroleum Oil.

We find that the Chronometers, by which the ship was being navigated, were of a most untrustworthy character, and their in-correctness contributed to the loss of the ship.

We find that the master, in endeavouring to avoid the Shoals on the Western side of the Palawan Passage, kept too close to the Shoals on the Eastern side.

We find that the master, not being certain of his distance off shore, neglected the precaution of trying to obtain soundings.

Considering the great sufferings which the master underwent from the time the *Queensberry* was lost, to the time when he was able to obtain assistance at the Island of Balabac, a period of six days, the Court do not feel disposed to direct the suspension of his certificate. In lieu thereof, the Court hereby severely reprimands Thomas Jennings and cautions him to be more careful in the use of the lead. The Court take this opportunity of calling the attention of the Government to the kindly and generous manner in which the officer of the Spanish Government at the Island of Balabac received and treated the shipwrecked crew of the *Queensberry*.

They also call attention to the kindly behaviour of the natives of the Island of Palawan, who readily supplied the crew with such provisions as it was in their power to give them.

Given under our hands at Hongkong, this 29th day of November, 1877.

(Signed) C. May, Chief Police Magistrate.
R. G. TROSBY, Harbour Master.

THOMAS JACKSON, Unofficial Justice of the Peace.
ROBERT McMURDO, Government Marine Surveyor.

SAMUEL OLYMA, Master, British Ship *Onida*.

Police Intelligence.

(Both Magistrates sitting.)
29th November, 1877.

DRUNK AND DISORDERLY.
Francisco Frank, a seaman belonging to the French barque *St. Anne*, was charged by P. G. White (No 642) with being drunk. The prisoner was found lying in the road in East Street, and the constable told him to get up, he did so, and shortly afterwards the constable was called to remove him from a house, and he was subsequently found lying in the road again. On his way to the station he was very violent. Fined 1 or 2 days' imprisonment.

ANOTHER CASE.
William Redman, a steward belonging to the British steamer *St. Anne*, was charged with a similar offence; he was found lying on Bank Wharf by Chinese Constable No. 124, who put him into a chair. On the way to the station prisoner kicked the chair and broke it. Fined 5 cents and to pay 80 cents amends or go to gaol for three days.

ROGUE AND VAGABOND.
Ip-Ng, a coolie, was charged on remand with being a suspicious character, having been found within Victoria Barracks. A son, a servant to Private Hill, said that 8 or 9 days back he saw the prisoner outside the wall which separates the yard from the hill, collecting clinders; shortly afterwards a pair of trousers which witness had seen hanging up was missing and prisoner had disappeared. Witness had frequently noticed the prisoner loitering about at the back of the Barracks.

John Robinson, a Private of the 28th Regt., said he had frequently seen prisoner loitering about at the back of the Barracks; the prisoner in question was a black man. Prisoner said in evidence that he had been living by collecting bones and ashes, but denied that he ever went inside the Barracks. Three previous convictions were proved against him, and Mr. May sentenced him to one month's hard labour as a rogue and vagabond.

ALLEGED THEFT.
Li Yung San, a stone-cutter, was charged on remand with stealing a box containing clothing and \$2 in money, the property of one Li Yung Kin, on Nov. 17th. Prisoner was arrested by Inspector Swanton on the 27th. Complainant stated that the defendant had formerly been in his employ as a stone-cutter. On the night of the 17th November he was asleep, and his box, the same now in Court, was on his bed and locked. He heard some one come into the shed where he was sleeping with a number of other men, and on looking up saw a man running off with his box. He pursued him along the hill-side; he threw the prisoner the box and ran away. Witness stopped to pick the box up and others pursued the man but did not catch him. He gave information to the police at Showkwan Station, and on the 27th saw him in custody. Witness, in reply to the prisoner, denied having gambled with him and lost money; he denied that the charge was trumped up. Other witnesses were called, who swore to the prisoner's identity, and Mr. Mulgrave proved previous convictions against him. Prisoner denied the charge and called his brother as a witness. Mr. May committed him for trial.

CHINA AFFAIRS AT HOME.
(From our London Correspondent.)
There appears to be some unaccountable hitch with reference to the projected Chinese Legation in Berlin. As your readers are already aware, Lin, the second Minister here, was stated a long time back to have been appointed, but the matter has "hung fire" in a very strange manner, so much so indeed that there can be no doubt whatever that something is wrong at head-quarters. The usual round of official excuses were given to the public, the last one being that the Emperor of Germany had not yet returned

to Berlin; but now the Emperor is in Berlin and the Envoy is still in London. In the meantime, Mr. H. O. Brown, of the Customs Service, has been appointed the Secretary to the Legation; but this means nothing, as that gentleman would of course go back to his old post should the project fall through. There is a general feeling among those who have seen Lin that he is a little lacking in the suavity and tact which are considered to be the distinguishing characteristics of diplomatic personages. The story in the *World* of his having gone to sleep at one of the Queen's State concerts and awakened with a snort which disturbed the whole august assembly is, I am told on good authority, true. Perhaps a selection of classical music may be a little trying to a Chinese official, but still it showed very little appreciation of the dignity of a Court for him to go off to sleep; and one is inclined to have a suspicion that it may possibly not have been quite so accidental as it appeared, seeing with what propriety Chinese of anything like education can behave when they desire to do so.

A little more ceremony will certainly be expected at Berlin, if Lin should go there; but from what I hear I am inclined to do so after all. The idea has probably arisen in connection with the revision of the German Treaty now going on at Peking; but whether this will be facilitated much by the movement is open to question. The Chinese Minister, however, will find his match in dealing with the astute diplomatists of the Bismarck school, and so far a good lesson may be taught them as to the extent to which foreign nations can be or cannot be talked over.

You will see by a letter which has been addressed by Lord Tenterden to the Secretary of the Anti-Opium Society that the Chefoo Convention question stands much in the same position it has been in for some time past; and that the Government are determined to do nothing until they hear from India. I had a conversation a day or two ago with an ex-China official, likely to know the way things are going, and he seemed to think that the Government imagined the representations from India would be quite sufficient to prevent them in giving a negative to the convention. It would certainly never do to place the whole of the revenue from Opium in India at the mercy of the Chinese, and it is feared that were Sir Thomas Wade's provisions as to *laikin* carried out, the Chinese would heap on duties *ad infinitum* at the ports where the Opium was landed, and thus effectually curtail the trade. For my own part, I do not attach quite so much importance to this view of the subject as some do. Opium is an article which can stand a good deal of taxation without being affected, as to consumption; and as to the native drug competing with that from India I have been told by the best authorities that there is no danger of this, as the qualities are so widely different. Against this, however, it is argued not without reason that the taste in China might change, just as the taste for tea or any other article changes; and then the effects of such a policy as that which is proposed would begin to be felt with some severity.

The various Banks connected with China have held their half-yearly meetings during the present week. They were for the most part thinly attended and evoked but little interest, as the accounts are only made up to the annual meetings. Considering how bad trade has been generally, China Banking has as shown by the dividends declared paid pretty well upon the whole; and things are beginning to look a little brighter in India also.

The taste for Indian teas is now spreading very markedly, and in many cases they are taken in preference to those from China. During this week this has been very markedly the case; and in fact the better classes of China teas have been passed over in favour of those from Assam. The latter have the quality of great strength, but are lacking in the delicacy of flavour of the China teas. At present the taste of the public runs very much toward strong teas, and consequently the Indian are preferred. It may be feared that the grocers will overdo the mixing of Indian teas with oolong (the commonest form in which they are sold retail) but against this there is of course the chance that the Teas themselves will be improved as the cultivation progresses.

A walk through any large city here affords striking evidence of the effects which have been brought about of late years, by the Suez Canal. In all directions cheap Japanese and Chinese wares are exposed for sale, especially the former, many of which can be bought cheaper here than in Japan. I would recommend your readers about to return home to keep their dollars in their pockets instead of spending them in the "Curio" shops, as they will probably give themselves a great deal of needless trouble by so doing.

CORRESPONDENCE.

(To the Editor of the "CHINA MAIL.")
Hongkong, Nov. 29, 1877.

Sir,—The Mail has lately been largely occupied with correspondence respecting the Band Promenade in the Public Gardens. Amongst other "Anonymous" comes forward with his usual jumble.

I felt some astonishment when I read that he refers to "the sudden collapse of the Garden Party at Government House on the night of the 23rd inst." It is news to me to hear that we are the guests of His Excellency, when we saunter towards the gardens and enjoy the capital music of the Band, and it may be, a fragrant weed.

"Anonymous" speaks as one having authority, but he may be wrong, and that won't matter a great deal.

Yours,
ONE WHO WAS NOT THERE.

THE FAMINE IN THE NORTH.
To the Editor of the "CHINA MAIL."
Hongkong, November 29, 1877.

Sir,—Public attention has recently been called to the famine in South India, and something has been done in Hongkong towards raising contributions to send relief of those who are suffering from it. Will you allow me to say a few words on behalf of the sufferers by the famine which is already beginning to devastate a large tract of country in the Northern portion of the Chinese Empire?

In the early part of this year considerable sums of money were raised by the foreign communities resident in China to Japan for the relief of the famine which then prevailed in Shantung. Happily that province is free now from suffering; throughout the greater part of it the harvest this year has been good; and there is no reason to fear that any unusual amount of distress will be felt during the coming winter. But although that particular district is free now

from the effects of famine, a much larger district is now affected than was affected before, and there can be no doubt that before the winter is over the sufferings of the natives will be very terrible. Readers of the *Peking Gazette* will have noticed that the Chinese Government has been exerting itself greatly during the past four months to provide for the wants of the people in Shansi and Honan. Various sums of money, amounting in all to more than a quarter of a million sterling, have been set apart for distribution amongst the sufferers. In addition to this, grants have been made in grain to the extent of about 12,000 tons of rice and millet. But when it is remembered that the population of the provinces of Shansi and Honan is computed at about 38 millions and that the greater part of Shansi at all events, is affected by the famine, it will be seen that these grants made by the Chinese are quite inadequate to meet the needs of the case. It is obvious that they would be inadequate even if they were honestly administered, but unfortunately there is not the slightest probability that they will be honestly administered. The corruption of Chinese officials is perfectly notorious, and it is to officials that the work of distributing the Imperial gifts must be entrusted. But this is not all. Little or nothing has been done by the Government for the provinces of Shensi and Chihli. Of the condition of Shensi I know nothing except by report, but the destitution there is said to be very great. Of the condition of Chihli however I can speak from what I have myself seen. During the month of October I travelled from Peking Southwards for some 250 miles through the province of Chihli and then for a short distance into the province of Shansi. Throughout the greater part of my journey I heard most lamentable accounts of the failure of the crops. The farmers south of Peking and the worse matters became, and by the time I reached the borders of Shansi I found that the harvest was reckoned to have been only about a twentieth of what it should have been. I was prevented from going on farther, but could I have done so, I have no doubt from what I heard that another 3 or 4 days' journey would have taken me into a district where people might have been seen every day dying from starvation. I met not a few agricultural laborers and others who were making their way about Peking, hoping there to find a means of subsistence, and they told me that in the neighbourhood of their own homes there was no food to be had. I will not now enter into all the details which might lay before your readers. It is enough to say that during the coming winter hundreds of thousands, if not millions, of the Chinese must perish from want. It is of no use to say that the Government ought to provide for them. Perhaps it ought, but as a matter of fact it either cannot or will not do so. Neither is it of any use to speak as is often done of the folly of the Government in not opening railways and mines, &c., &c. All that may be taken for granted. Perhaps if the Government were in danger of starving one might feel a little less compassion for those who compose it than one feels for starving people generally. But the sufferers in the present instance are not the governing classes in China but the governed. What- ever may be the sins and follies of those in authority we have to consider now the case of millions of poor and hard-working peasants who are not responsible for the misgovernment of China, and I think it must be admitted that a strong claim exists upon us to help them as far as possible. The missionaries in the North are willing to undertake the work of distribution in the provinces of Shansi and Chihli, if any funds are entrusted to them. Already the Revd. Timothy Richard, who rendered such valuable service during the recent famine in Shantung, has gone to Tai Yuen Fu, the capital of Shansi, where he will probably be met by Messrs. Turner and James of the China Inland Mission who reside in that province, and it is hoped that they will be able to do something in the work of saving life. A committee has been formed in Shanghai, and funds are already being contributed there for the relief of the sufferers. An appeal has also been made by the missionaries in the North to America and Great Britain for help, but when the most has been done that can be done, whether by natives or foreigners, there will still exist a large amount of unrelieved suffering. It is estimated that about five dollars will be sufficient to provide for the needs of one person until the next harvest can be reaped. It is true that money is not so plentiful now amongst foreigners as it was some time ago, and donations to charitable purposes that were not missed by the donors in days gone by could now be given only at the cost of some self-denial; still I doubt not that if we could realize fully what starvation means, we should most of us feel prepared to make some sacrifices to save a fellow-being from it. It is our good fortune (or rather our great misfortune) to live amongst a generous people which lead us to forget the awful sorrow and trouble which press so heavily on the case like the present some effort will be made to send substantial help to our less favoured neighbours. I believe that nothing is so likely to break down Chinese prejudice, pride, and hostility against foreigners as the sight of men engaging from purely disinterested motives in works of benevolence and generosity amongst the poor and afflicted. The missionaries who distributed alms on the last occasion speak most decidedly of the gratitude evinced by the people and of the salutary effects which the distribution led to, and there is little doubt that similar results will be witnessed again in Shansi and Chihli to those which were witnessed before in Shantung, if only the appeal for help is as cordially responded to now as it was before.

I am, Sir, yours &c.,
A. FOSTER.

London Mission,
Hongkong, Nov. 29, 1877.

CHINA.
(Herald, Nov. 22nd.)

Two skilled engineers from the oil region in Pennsylvania arrived here by the *Tok* last week, on route to Formosa, for the purpose of opening up the oil wells in the vicinity of Keelung. They came out under a contract with the Chinese Government, effected through Mr. Tong King Sing, and have extensive appliances for the enterprise which they are to operate upon is embarked within a tract of land formerly claimed by Mr. Dodd, and more recently purchased by Mr. John Thorne of Shanghai. The question arises, will the Chinese recognise the rights of foreigners in this property of undertake to reimburse them in any way?

Most of our readers have heard of *Fung Shuey*, and may have experienced more or less discomfort through the widespread Chinese belief in this form of *diabolical*. The present enlightened Governor of this province has perhaps done more to shake public faith in this nonsense than any other native official of the day, for did not His Excellency several years ago, while Taotai at Shanghai, endeavour to demonstrate how a man had sickened and died owing to the proximity of a telegraph line, while only quite recently His Excellency, forgetful of the past—threatened to inflict capital punishment in the event of the Government line to Pagoda Ansohwa being interfered with. In short, in this matter of *Fung Shuey*, Ting Fatai has shown an utter contempt for native public opinion as well as obnoxiousness of his own past public acts. Now, we have lately heard of some trouble in regard to the proposed erection of a foreign telegraph line "The Hill," in which this *Fung Shuey* theory has a prominent place, and we would advise the parties concerned to refer the dispute to the enlightened Ting.

SHANGHAI.
(News.)

Saturday seemed to be a very propitious day, according to the Chinese astrologers, for marrying and giving in marriage. No fewer than five wedding processions—two of them of very ornate character—passed through the streets of the Settlement at intervals during the day, and in the surrounding villages weddings of humbler pretensions were also numerous.

We hear of the arrival by the *Sando Maru*, from Japan, of three Danish gentlemen, Captain V. de Hedemann, Mr. Nielsen, Telegraph Engineer, and Mr. Falk, Inspector of Telegraphs, who have made the voyage overland from St. Petersburg to Vladivostok. They formed part of a mixed Commission, sent out by the Russian Government in conjunction with the Great Northern Telegraph Company, to inspect thoroughly the land lines through Siberia, and they were accompanied by three high functionaries of the Russian Telegraph Department. The distance from St. Petersburg to Vladivostok is as near as possible 6,707 English miles. Owing to heavy inundations, the Commissioners encountered great difficulties on the voyage between Khabarovsk and Vladivostok, and had sometimes to travel by boats and sometimes on foot, the roads being impassable on horseback. When the labours of the Commissioners are reported at headquarters, and the proposed ameliorations can be carried out, it is expected the lines through Siberia will be put in a thoroughly efficient state, and the usual interruptions in Spring and Autumn avoided.

The following announcement of the basar to be held to-morrow, under the auspices of several young Chinese ladies, will be received with much interest.

"The Chinese Young Ladies Society, will hold a Fair, at the residence of Mrs. Chan Laiann, next door to Dr. Yates', near the Old North Gate, French Concession, on Wednesday, November 21st, 1877. The proceeds of the Fair will go to the use of the orphans of those who perished during the Shantung famine, under the care of Rev. T. Richards. The Fair will be from 2 o'clock p.m. till 5 p.m. and from 8.30 o'clock, p.m. till 11."

We wish the framers of the circular had been a little more lucid. Does he mean to say that the parents of the orphans perished under the care of Rev. T. Richards?

Two gentlemen went to-day (Nov. 19th) to walk a little way down the line of the defunct Woosung Railway. As they proceeded a Chinaman approached them, and told them they must go off the premises. They asked—Why? "Because he had instructions not to allow any foreigner upon it." "By whom were the instructions given?" "By the two mandarins in charge." However the two foreigners went a little further, and then, bethinking themselves that the man was only doing his duty, they returned. On hearing him this time, he launched out in no very measured terms at them; when one of the gentlemen, an accomplished Chinese linguist, asked to see the small mandarin. By him the man's statement was confirmed. Most stringent orders had been received from the Taotai, who, in turn had received peremptory instructions from the Viceroy, Shen Pao-shen, to prevent foreigners going upon the line.

They had done with it, and should have no more to do with it. Can we fail to admire the greatness of mind of the eminent reformer Shen! We must print his name in big characters.—SHEN PAO-SHEN! There; isn't he great? Let all men give the great Viceroy his due.

NEWSPAPERS. Nov. 29th.

The winter is coming on space. Already we have the thermometer (Wah's) down to 15°. Northerly wind has just commenced, and if it last two or three days there may be a thin coating of ice on the river. Vessels are doing their best to clear out; but some may be stuck, or at any rate may have to go with part cargo.—The native government have sent several steamers for millet to Tientsin, to meet the exigencies of famine.

Japan.
YOKOHAMA.
(Mail.)

There were no deaths from cholera reported for twenty-four hours up to midnight on the 19th inst anywhere in the Kanagawa *Ken*, neither were there any cases of seizure, and there have only been two deaths in the vicinity of Kanagawa during the subsequent forty-eight hours, so that it is to be hoped that we have now fortunately got rid of the epidemic which has been amongst us for so long. The number of persons attacked by cholera throughout the Empire, from the first breaking out of the epidemic to the 10th November, was 11,675, of whom 6,297 died.

Exchange.

Bank, on demand, ...	8/10
" 30 days' sight, ...	2/10
" 6 months' sight, ...	2/11
Credit, ...	2/11
Documentary, 6 months' sight, ...	2/11 1/2
Bombay, demand Rupees, ...	2/2 1/2
Calcutta, ...	2/2 1/2
Shanghai, demand, ...	7 1/2
" 30 days, ...	7 1/2
Bar Silver, 17, dwt. B., ...	10 1/2
Sycee, ...	9 1/2
Mexicans, ...	1 p. c. pd.
Gold Leaf, ...	26.20
English Sovereigns, ...	5.08
Australian Sovereigns, ...	5.08
Discount, ...	3 1/2

To Let.

TO LET.
NOS. 4, and 5, PRINCE TERRACE, ELGIN STREET.
Apply to
LANE, CRAWFORD & Co.
Hongkong, July 30, 1877.

AN OFFICE TO LET.
Apply to
LANDSTEIN & Co.
Hongkong, September 15, 1877.

To Let.

HOUSE No. 10, Albany Road, lately occupied by the Rev. R. H. Kim. "Blanc Villa," Pok-foo-lum, Furnished. Nos. 9 and 11, Queen's Road Central, with spacious Godowns attached, at present occupied by Messrs BUTTERFIELD & SWIRE.
DAVID SASSOON, HONS & Co.
Hongkong, October 13, 1877.

To Let.

THE Dwelling House and Offices No. 1, D'Aguiar Street, lately in the occupation of Messrs DOUGLAS LAPRAIK & Co.
Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, July 9, 1877.

KWONG HING CHEUNG & Co.,
COAL MERCHANTS.
Have always on hand for Sale every description of COAL at Moderate Prices. Mr. ANYON has been appointed Manager, and all Orders addressed to him at 57, Praya, or to Mr. FAT JACK, at 80, Hing Lung Street, will receive immediate attention.
Hongkong, March 19, 1877. mel9

Mails.



STEAM FOR
Singapore, Penang, Point de Galle, Aden, Suez, Malta, Brindisi, Ancona, Venice, Mediterranean Ports, Southampton, and London, Also, Bombay, Madras, and Calcutta.

THE PRINCE OF WALES AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "WALTON," Captain J. C. BARRY, will leave this on THURSDAY, the 6th December, at Noon.
For further Particulars, apply to
A. LIND, Superintendent.
Hongkong, November 28, 1877. de6

Occidental & Oriental Steam Ship Company.

TAKING THROUGH CARGO AND PASSENGERS FOR THE UNITED STATES AND EUROPE, IN CONNECTION WITH THE CENTRAL AND UNION PACIFIC AND CONNECTING RAILROAD COMPANIES AND ATLANTIC STEAMERS.

THE S.S. "BELGIO" will be despatched for San Francisco via Yokohama, on SATURDAY, the 8th December, at 8 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.
Freight will be received on Board until 4 p.m. of the 7th December. PARCEL PACKAGES will be received at the Office until 8 p.m. same day; all Parcel Packages should be marked to address in full; value of goods required.
A Reduction is made on Return Passage Tickets.
For further information as to Freight on Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.
G. B. EMORY, Agent.
Hongkong, November 27, 1877. de6

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.
THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND THROUGH AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO will be despatched for San Francisco, via Yokohama, on WEDNESDAY, the 19th December, at Noon, taking Passengers, and Freight, for Japan, the United States, and Europe.
Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America by the Company's and connecting Steamers.
Through Passage Tickets granted to England, France, and Germany by all transatlantic lines of Steamers.
A REDUCTION OF TWENTY PER CENT. on regular rates is granted to OFFICERS OF THE ARMY AND NAVY, AND MEMBERS OF THE CIVIL AND CONSULAR SERVICES IN COMMISSION.
Freight will be received on board until 4 p.m., 18th December. Parcel Packages will be received at the office until 8 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.
Consular invoices to accompany Overland Cargo should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
For further information as to Passage and Freight, apply to the Agency of the Company, No. 9, Praya Central.
RUSSELL & Co., Agents.
Hongkong, November 27, 1877. de18

Notices to Consignees.

GERMAN STEAMER FERONIA.
SCHULTZ, Master, FROM HAMBURG, PENANG AND SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, from whence delivery may be obtained.
Consignees wishing to take delivery of their Goods from the Bosta alongside the Wharf are at liberty to do so.
Goods remaining in store after the 30th Instant will be subject to rent.
No Fire Insurance has been effected.
Optional Cargo will be forwarded unless written notice to the contrary is given until 10 o'clock To-morrow.
Bills of Lading will be countersigned by
WM. PUSTAU & Co., Agents.
Hongkong, November 23, 1877. no30

FROM LONDON AND SINGAPORE.

THE S. S. Nereus having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of Messrs NORTON & Co., whence delivery may be obtained.

Optional Cargo will be forwarded to Shanghai, unless notice to the contrary is given before Noon on Monday, the 26th Instant.
Cargo remaining undelivered after the 30th Instant will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
OLYPHANT & Co., Agents.
Hongkong, November 24, 1877. no30

NOTICE TO CONSIGNEES.

STEAMER ZANZIBAR, FROM LONDON AND SINGAPORE.

THIS Steamer having arrived, Consignees of Cargo are hereby informed that their Goods are being landed, at their risk, into the Godowns of Mr. J. V. SHAW, whence delivery may be obtained.
Consignees wishing to receive their Goods on the Wharf are at liberty to do so.
Optional Cargo will be forwarded on, unless notice to the contrary be given before Noon, To-morrow.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 5th Proximo will be subject to rent.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
MELCHERS & Co., Agents.
Hongkong, November 28, 1877. de1

BRITISH BARK ORANGE GROVE, FROM HIOGO.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods, otherwise they will be landed and stored at their risk.
RUSSELL & Co., Agents.
Hongkong, November 26, 1877. de3

COMPAGNIE DES MESSAGERIES MARITIMES.

S. S. DJEMNAH.

NOTICE.

CONSIGNEES of Cargo per S. S. India, from London, in connection with the above Steamer, are hereby informed that their Goods are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on, unless intimation is received from the Consignees, before To-day, the 28th Instant, at Noon, requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned.
Goods remaining unclaimed after To-day, the 4th December, at Noon, will be subject to rent and landing charges.
No Fire Insurance has been effected.
H. DE POUEY, Agent.
Hongkong, November 28, 1877. de4

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. Japan, Captain H. DE SMIDT, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, November 27, 1877. de4

FROM CALCUTTA, PENANG AND SINGAPORE.

THE British S. S. Argyl, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

DAVID SASSOON, SONS & Co., Agents.
Hongkong, November 27, 1877. de4

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. Argyl, having arrived from the above Ports, Consignees of Cargo are hereby requested to send their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods.
Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co., Agents.
Hongkong, November 27, 1877. de4

NOTICE TO CONSIGNEES.

S. S. EMERALDA, FROM MANILA.

CONSIGNEES of Cargo per above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Undersigned.
No Fire Insurance has been effected.
J. Y. V. SHAW.
Hongkong, November 23, 1877.

Notices of Firms.

I HAVE This Day sold to Mr. WILLIAM LEGG & Co. a valuable property, which will be sold forth by conducted under the Style of HUGHES & LEGG.
W. KEEFOOT HUGHES.
Hongkong, November 1, 1877. jal

MR. CHARLES DAVID BOTTOMLEY was admitted a Partner in our Firm on the 1st July 1877.
DOUGLAS LAPRAIK & Co.
Hongkong, September 22, 1877.

I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.
J. V. VERNON SHAW.
Hongkong, November 1, 1877. my1

I HAVE This Day Established myself at this Port as a GENERAL COMMISSION AGENT.
W. SCHIEVER.
Haiphong, November 9, 1877. del5

THE Business of SHARE and GENERAL BROKERS, hitherto conducted in my name, will now be carried on under the Style of COHEN & HEATON, Mr. ALEXANDER MACGLASHAN HEATON having This Day become a Partner therein.
CHAS. C. COHEN.
Hongkong, November 1, 1877. jal

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr. F. F. ELLIOT at Amoy.
RUSSELL & Co.
China, June 1, 1877. del

MR. JAMES ANYON MANN is authorized to Sign our Firm by Procuration.
GRIPP & Co.
Canton, November 1, 1877. jal

Intimations.

OFFICE OF THE SHANGHAI STEAM NAVIGATION COMPANY, IN LIQUIDATION.

A SECOND RETURN OF CAPITAL at the Rate of FIVE TABLS per SHARE will be made to Shareholders of record on the 1st October; Payable at the Office of the Liquidators, on the 8th Instant.
Warrants will be delivered by the Undersigned to Shareholders or their lawful representatives on presentation of Share Certificates for Endorsement.
The Transfer BOOKS of the Company will be CLOSED from the 2nd to the 8th Instant, Inclusive.
By Order,
RUSSELL & Co., Liquidators.
Shanghai, October 2, 1877.

AE YON, SHIP'S COMPTROLLER AND STEVEDORE.
No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF COAL, WATER, BALLAST, FRESH PROVISIONS & OILMAN'S STORES.
Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

AFONG, PHOTOGRAPHER.
by appointment, to
H. E. SIR ARTHUR KENNEDY, GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS OF RUSSIA.

Wynham Street, formerly ATHLETIC CLUB.
HAS on hand the Largest and Best collection of Views of China, Photographic Albums, Frames, Cases, &c., of assorted sizes. Also, S. S. Type, Revolving Standard Albums, Albums, Monograms and Portraits, Albums, Monograms, Leather, Velvet and carved-wood Albums, Cases and Frames, also Albums for Cabinet Portraits only. Portraits of the Generals of the present Russo-Turkish War, Eminent British Statesmen, the two Chinese Ambassadors, in Cabinet and Carte de Visite sizes. Coloured Portraits of English Ladies.
Hongkong, August 24, 1877.

Volume Sixth of the "CHINA REVIEW."

Now Ready.

No. II.—Vol. VI.

—OF THE—

"CHINA REVIEW"

CONTAINS—

The Rhymes of the Shi-king.
Brief Sketches from the Life of K'ung-ming, (Continued from Vol. V., page 367).
The White Silk-worms of the Province of Shantung.
Notes on Chinese Grammar (Continued from Vol. V., page 399).
Geographical Notes on the Province of Kiangsi.
Translation of Chinese School-books.
Short Notices of New Books and Literary Intelligence.
Notes and Queries—
Bankruptcy in China.
The Share taken by Chinese and Bannermen Respectively in the Government of China.
Laws of Sale amongst the Chinese.
Studies in Words.—Roots Meaning One.
The Character of the Chinese.
Chinese Antiquity.
Shin Tze-shan.
A Chinese Prince.
A Star Man.
Wang Yee and Shin Historical Personals.
Notes on Chinese Literature.
Books Wanted, Exchanges, &c.

China Mail Office,
Hongkong, October 21, 1877.

Intimations.

IN THE GOODS OF JAMES SMITH FERRIES, Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of JAMES SMITH FERRIES, late Master of the S. S. "ZEALANDIA," who died at Sea on Board the said Vessel, on the 8th day of February 1877, and whose Will was duly proved, and Letters of Administration, with the Will annexed, of whose Probate Estate were duly granted to JOHN FAIRBAIRN, of No. 27 Queen's Road, in the Colony of Hongkong, by the Supreme Court of Hongkong, in its Probate Jurisdiction, on the 23rd day of September 1877, are hereby required to send in writing the particulars of their Claims or Demands to the said JOHN FAIRBAIRN at his address aforesaid, or to the Under- signed WILLIAM HENRY BRERETON, the Solicitor of the said JOHN FAIRBAIRN, at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before the 15th day of January, 1878.

And notice is hereby given that at the expiration of the last-mentioned day, the said JOHN FAIRBAIRN will proceed to distribute the Assets of the said JAMES SMITH FERRIES amongst the parties entitled thereto, having regard to the Claims of which the said JOHN FAIRBAIRN has then had notice; and that the said JOHN FAIRBAIRN will not be liable for the Assets or any part thereof, so distributed, to any person of whose Claim the said JOHN FAIRBAIRN has not had notice at the time of the distribution.

Dated this 8th day of October, 1877.
WM. H. BRERETON,
Solicitor for the said JOHN FAIRBAIRN.

IN THE GOODS OF PROSPER EDOUARD HENRI DERODE.—Deceased.

NOTICE is hereby given that all Creditors and other Persons having any CLAIMS or DEMANDS upon or against the Estate of PROSPER EDOUARD HENRI DERODE, late of Lille, France, who died at Cannes, France, on the 10th day of December, 1869, and Letters of Administration of whose personal estate were duly granted to ANDRE DAMMANN, of Canton in the Empire of China, Merchant, by the Supreme Court of Hongkong in its Probate Jurisdiction on the 26th day of October, 1877, are hereby required to send in writing the particulars of their CLAIMS or DEMANDS to the said ANDRE DAMMANN at his address aforesaid, or to the Undersigned WILLIAM HENRY BRERETON, the Solicitor of the said ANDRE DAMMANN at the Office of the said WILLIAM HENRY BRERETON, 29 Queen's Road, Hongkong, on or before the 1st day of February, 1878.

And notice is hereby given that at the expiration of the last-mentioned day the said ANDRE DAMMANN will proceed to distribute the assets of the said PROSPER EDOUARD HENRI DERODE amongst the parties entitled, having regard to the claims of which the said ANDRE DAMMANN has then had notice; and that the said ANDRE DAMMANN will not be liable for the assets, or any part thereof, so distributed to any person of whose claim the said ANDRE DAMMANN has not had notice at the time of the distribution.

Dated this 31st day of October, 1877.
WM. H. BRERETON,
Solicitor of the said Andre Dammann.

W. BALL, CHINA DISPENSARY.

IMPORTER OF DRUGS, CHEMICALS, DRUGGISTS' Sundries, TOILET REQUISITES, PATENT MEDICINES AND PERFUMES.
Prescriptions Dispensed with Carefulness, and Prompt Attention.
PRAYA WEST, HONGKONG,
Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

WASHING BOOKS.
(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, \$1 each.
CHINA MAIL OFFICE.

A NEW STOCK OF NEXT JOBBING TYPES
HAVING BEEN RECEIVED
FROM ENGLAND.

THIS OFFICE IS PREPARED TO EXECUTE
BOOK & JOB PRINTING
OF EVERY DESCRIPTION
AT REASONABLE RATES.
FANCY BALL PROGRAMMES
ASSORTED RIBBONS, IN GOLD AND COLOURS.
BALL PENCILS,
assorted colours.
MENU CARDS,
In Gold & Coloured Borders & Patterns.
BOOKS BOUND IN APPROVED PATTERNS.

For Sale.
AGREEMENTS FOR FOREIGN-GOING SHIPS,
LADY'S AND GENTLEMAN'S WASHING BOOKS,
CONTRACT PASSAGE TICKETS,
EXPORT CARGO REPORTS,
POWERS OF ATTORNEY,
CHARTER PARTIES,
SHIPPING ORDERS,
BILLS OF LADING,
PASSENGER LISTS,
BILLS OF SALE,
LOG BOOKS,
WILLS,
&c., &c., &c.

China Mail Office, 2, Wynham Street, (Bank of China).

Insurances.

YANGTZE INSURANCE ASSOCIATION.
CAPITAL—Fully Paid-up, £120,000
RESERVE FUND—£20,000
SPECIAL RESERVE FUND—£75,000
Total Capital and accumulations this date, £215,000.

Directors:
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., C. KENNEDY, Esq., M. P. EVANS, Esq., C. LITTLE, Esq., Secretaries.
Messrs. RUSSELL & Co., Shanghai.
Messrs. BARRING BROTHERS & Co., London Bankers.

AGENTS IN:
HONGKONG, LONDON, SAN FRANCISCO, and the Principal Ports in the East.

POLICIES granted on Marine Risks to all parts of the World, at current rates.

Subject to a charge of 12 1/2% for interest on Shareholders' Capital. ALL THE PROFITS OF THE UNDERWRITING BUSINESS will be annually distributed among all Contributors of Business in proportion to the premium paid by them.

RUSSELL & Co., Agents.
Hongkong, October 1, 1877.

CHINESE INSURANCE COMPANY, (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premium contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co., General Agents.
Hongkong, April 17, 1873.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Insurances at current rates.

MELCHERS & Co., Agents, Royal Insurance Company.
Hongkong, October 27, 1874.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.
ESTABLISHED 1806.
CAPITAL £2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual Rates, subject to a discount of 20 per cent.

GILMAN & Co., Agents.
Hongkong, July 6, 1875.

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER
of
His Majesty King George The First, A. D. 1720.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—
Marine Department.
Policies at current rates payable either here, in London or at the principal Ports of India, China and Australia.

Fire Department.
Policies issued for long or short periods at current rates. A discount of 20% allowed.

Life Department.
Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai and Hankow, and are prepared to grant Insurances at current rates.

HOLLIDAY, WISE & Co.
Hongkong, October 14, 1868.

SHEONG ON FIRE INSURANCE COMPANY, LIMITED.

CAPITAL ONE MILLION DOLLARS.

Directors:
Kwok Ah-chung, Merchant.
Fung Yim, Merchant.
Ho Sam, of Hop Yik Chai, Merchant.
Lo Yim, of the Yee On Hong, Merchant.
Lee Sing, of Lai Hing Firm, Merchant.
Ong Yee Sing, Merchant.
Ong Yee Chai, Merchant.

Manager—HO AMEL.

POLICIES against FIRE granted on BUILDINGS and on Goods stored therein at CURRENT RATES, subject to DISCOUNT of 20% on the Premium.

OFFICE, 45, Bonham Street,
Hongkong, August 23, 1877.

Insurances.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENTS at all the Treaty Ports of China and Japan, and at Shanghai, Saigon and Penang.
Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.
NO CHARGE FOR POLICY FEES.
JAS. B. COUGHRAN,
Secretary.
Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—Two Millions Sterling.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, to the extent of £10,000 on any Building, or on Goods stored therein, at current local rates, subject to a discount of 20% on the Premium.

For Rates of Premiums, forms of Policies or any other information, apply to
ARNHOLD, KARRER & Co.
Agents Hongkong & Canton,
Hongkong, January 4, 1867.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to grant Policies against FIRE to the extent of £45,000 on Buildings, or on Goods stored therein, at current local rates, subject to a discount of 20% on the Premium.

NORTON & Co., Agents.
Hongkong, January 1, 1874.

FOR SALE.

FOR SALE.

DANISH BEEHIVE,
TUBORG FABRIK, 87 per Cent. glass, 89 per Cent. pint.
LANE, CRAWFORD & Co., Sole Agents.
Hongkong, November 7, 1877. de7

FOR SALE.

SHAKEN CANTON.

THE Desirable PROPERTY known as Lot No. 46, consisting of Commodious DWELLING HOUSE, OFFICES and SILK GODOWN.

For particulars, apply to
G. M. SMITH, Canton.
October 15, 1877.

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT. Part I. A to K, with Introduction. Royal 8vo. pp. 202.—By ERNEST JOHN EITNER, Ph.D. Tübingen.

Price: Two Dollars and a Half.

To be had from Messrs LANE, CRAWFORD & Co., Hongkong and Shanghai; and Messrs KELLY & WAHNE, Shanghai.

Hongkong, February 8, 1877.

POST OFFICE NOTIFICATIONS.